

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4301.

廿九月九日光緒

TUESDAY, NOVEMBER 10, 1903.

二拜禮

十一月十日英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO KOBE.
NAGASAKI LONDON.
LYONS NEW YORK.
SAN FRANCISCO HONOLULU.
BOMBAY SHANGHAI.
TIENTIN NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

KERSEY FUND \$10,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$5,000,000

RESERVE LIABILITY OF PROFITORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michelau, Esq. C. A. Tonks, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNT
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$10 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,371

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

R. FIGGE,

Manager.

Hongkong, 1st September, 1903. [16]

Hongkong, 18th May, 1903. [17]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903.

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold

PAID UP CAPITAL \$2,000,000

SURPLUS AND UNDIVIDED PROFITS \$5,186,000

Gold \$7,186,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARKS BANK, LIMITED.

HONGKONG OFFICE:

20, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 4 "

" 12 " 4 "

E. F. GROS,

Acting Manager.

Hongkong, 1st December, 1902. [16]

Blats.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

SINGAPORE, COLOMBO and
BOMBAY FOR STEAMERS. TO SAIL ON REMARKS.

(Calling at Penang if sufficient) BANCA J. B. Ferguson..... 4 P.M., 11th November Freight only.

LONDON and ANTWERP VIA SHANGHAI..... About 13th November Freight and Passage.

COLOMBO, PORT SAID and A. Thompson, R.N.R. November Passage.

MALTA.....

YOKOHAMA VIA SHANGHAI, MOJI and KOBÉ. H.G.U. Jewell, R.N.R. About 16th November Freight and Passage.

(Passing through the Inland Sea.)

SHANGHAI..... BALIARAT F. R. Summers..... About 20th November Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 10th November, 1903. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, BUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE;

London, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and baggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

STEAMERS. SAILING DATES

*PREUSSEN THURSDAY, 12th November.

HAMBURG WEDNESDAY, 25th November.

PRINZ HEINRICH WEDNESDAY, 9th December.

KÖNIG ALBERT WEDNESDAY, 23rd December.

KIAUTSCHOU WEDNESDAY, 6th January, 1904.

SACHSEN WEDNESDAY, 20th January, 1904.

BAVARIA WEDNESDAY, 3rd February, 1904.

GERA WEDNESDAY, 17th February, 1904.

SEYDLITZ WEDNESDAY, 2nd March, 1904.

PARUSSEN WEDNESDAY, 16th March, 1904.

ROON WEDNESDAY, 30th March, 1904.

*HAMBURG WEDNESDAY, 13th April, 1904.

PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

*Steamers of the Hamburg-Amerika Line.

Other Offices: New York, San Francisco, Hamburg; Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kuro, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchingtu, Sasebo, Miike, Hakodate, Taipeh, etc.

Intimations.

"I hear they want more


BOVRIL
fortifies
the system.

BOVRIL is an extremely palatable drink, and a stimulant that has no bad after-effects. It is also a replacer of used-up tissue and energy; while it enables the system to endure fatigue and to repel disease.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

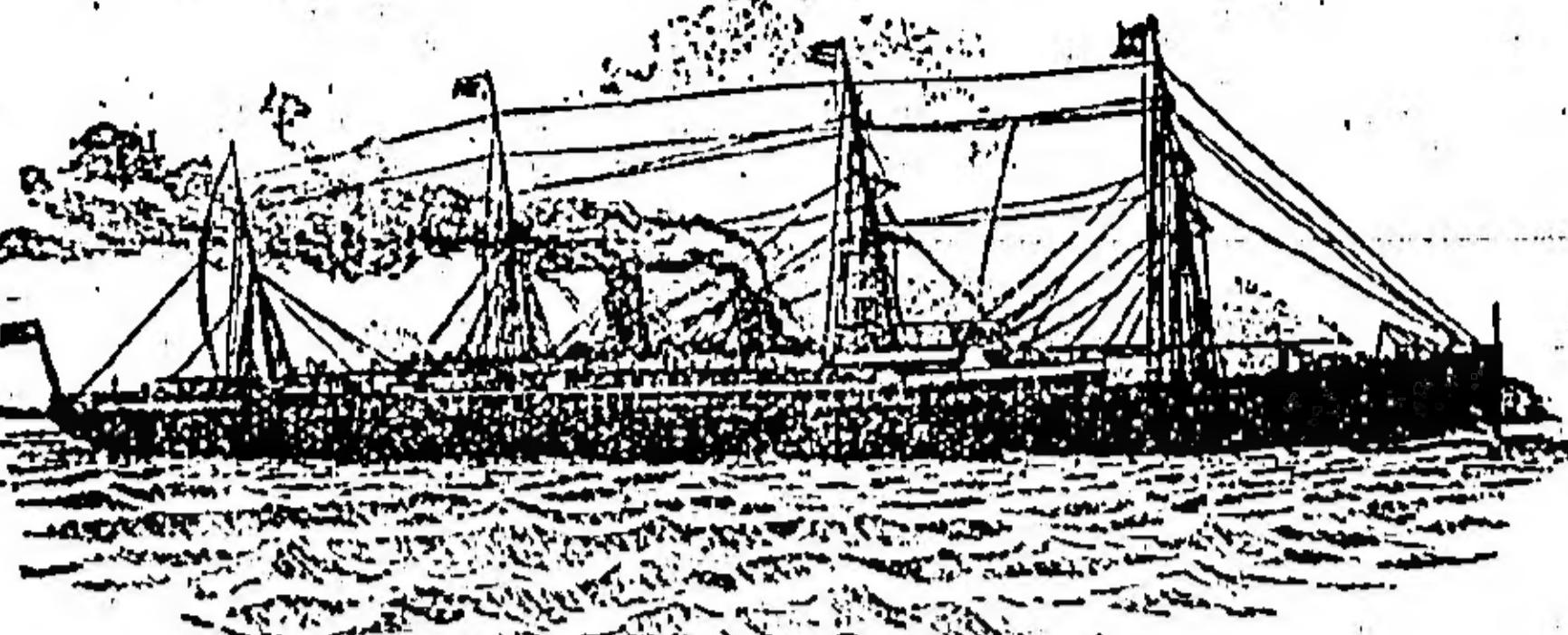
OTHER OFFICES: OTHER OFFICES:
New York, San Francisco, Hamburg; Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kuro, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchingtu, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes). CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEI KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;PROPOSED SAILINGS FROM HONGKONG.
"DORIC" 4,784 Gross Tons, SATURDAY, 14th November, at Daylight.
"NIPPON MARU" 6,397 " TUESDAY, 24th November, at Noon.
"SIBERIA" 1,184 " WEDNESDAY, and December, at Noon.
"COPTIC" 4,352 " WEDNESDAY, 9th December, at Noon.
"AMERICA MAIAU" 6,307 " FRIDAY, 18th December, at Noon.
"KOREA" 4,276 " SATURDAY, 26th December, at Noon.
"GAELIC" 4,205 " SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" 6,307 " SATURDAY, 9th January, at Noon.
"CHINA" 5,000 " TUESDAY, 19th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamer "DORIC" will be despatched from SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confirmed and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route: passengers enjoy out-door bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 10th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" 6,000 Tons, WEDNESDAY, 18th November.
" " " " " 6,000 " WEDNESDAY, 16th December.
" " " " " 6,000 " WEDNESDAY, 13th January, 1904.
" " " " " 3,882 " WEDNESDAY, 27th January.
" " " " " 6,000 " WEDNESDAY, 10th February.
" " " " " 4,425 " WEDNESDAY, 24th February.
" " " " " 6,000 " WEDNESDAY, 9th March.
" " " " " 6,000 " WEDNESDAY, 30th March.
" " " " " 6,000 " WEDNESDAY, 20th April.
" " " " " 3,882 " WEDNESDAY, 27th April.
" " " " " 6,000 " WEDNESDAY, 11th May.

THE magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALatial OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALatial STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fiddler's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIASTISCHER FRACHTDAMPFERDIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).*

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

STEAMERS. DESTINATIONS. SAILING DATES. FREIGHT.

CANADA ANTWERP and HAMBURG. (Calling at SINGAPORE and COLOMBO).

MARBURG HAVER, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).

Stern HAVER and HAMBURG. (Calling at SINGAPORE and PENANG).

SUEVIA HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO).

ARAGONIA HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO).

NURNBERG HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO).

AMBRIA HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO).

Duckstein NEW YORK. (Calling at SINGAPORE and COLOMBO).

NUBIA VIA SUEZ. (Calling at SINGAPORE and COLOMBO).

von Hoff For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

19

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 tons, Captain H. D. Jones.
" " " " " 2,138 " G. F. Morrison, C.N.R.
" " " " " 2,400 " A. A. ...
" " " " " 3,073 " C. V. ...
" " " " " 2,800 " J. J. ...

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 4,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 5 P.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSILAN" 210 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AN, MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SUNAM" 588 tons, Captain B. Branch.

" " " " " 563 " C. Butchart.

" " " " " 618 " R. D. Thomas.

Departure from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Entertainments.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING, IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.C. W. CLARK,
EUROPEAN PHOTOGRAPHER,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vieux Road.WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and Loft-Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902.

1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER von WELSBACK Co., VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.

CONNAUGHT HOUSE.

954c

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. O. (4th).
Yokohama, May 11th, 1903.

[573e]

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Manager.HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING
of HUMPHREYS ESTATE AND FINANCE CO.,
LIMITED, will be held at the COMPANY'S
OFFICES, Nos. 38 and 40, Queen's Road Central,
Victoria, Hongkong, on WEDNESDAY,
the 18th day of November, 1903, at NOON, when
the SUBJOINED RESOLUTIONS which
were passed at a Meeting held on the 31st
October, 1903, will be submitted for confirmation
as SPECIAL RESOLUTIONS:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 5,000 new shares of \$10 each to

Intimations.

S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

RATED
WATERS.

THE WATER we use is THE
REST that can be obtained, and is
fully Filtered on the most scientific
principles.

THE MACHINERY employed is of
latest design and most approved.

THE BEST INGREDIENTS only
used,

GUARANTEEING
ABSOLUTE
PURITY.

ENGLISH EXPERTS
in our Factories, and their
technical knowledge and constant
supervision enable us to produce
articles of unrivalled excellence, and
quality.

S. WATSON & CO.,
LIMITED,
ESTABLISHED 1841.

TELEPHONE NO. 356.
HOME ADDRESS: "ACHEE," HONGKONG
A. B. C. CO., 4TH EDITION

ESTABLISHED 1859.

CHEE & CO.,
華利廣
TEMPORARY STORE:
FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

AS & NEW YEAR CARDS.

URNITURE
DEALERS.

WING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

CTR-O-PLATED,
GLASS, and
CHINA WARES.

TEUR'S MICROBE-PROOF
FILTERS.

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

KING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

HOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. (728d)

ARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,

REVENORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

NAME: "CARMICHAEL," Hongkong.
Code, 4th Edition.

de.

Standard Code.

TELEGRAMS, 232.

March, 1903. (355e)

The Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month are proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, Nov. 10, 1903.

EDUCATION IN CHINA.

(Conclusion.)

It would be a profitless procedure to merely expose the shortcomings of Chinese education and the consequent defects of national character and life, without at least trying at the same time to point out the remedy. The easiest and probably most practical way of doing this will be to indicate certain broad lines along which it is safe to presume that education must proceed if it is to develop the national strength, the lines which education actually does follow in the nations of the day which are strong and whose strength China would like to imitate. The mistake has often been made of supposing that the work of reforming China can be effectively and lastingly done by the introduction of the appliances of modern civilization alone. One might as well artificially attach luscious oranges to a scrub tree and then boast of the fruit of the tree. Society is just as truly a vital organism as is a tree, and no fruit that is merely tied on will stand any chance of becoming permanent. Only those improvements which are the outgrowth and the natural expression of the thought, aspirations, character, and life of a people will continue to flourish in the national history. A similar mistake is made by the bulk of the Chinese reformers themselves when they assert that all that is needed is a change of rulers and revision of their laws. They overlook the fact that the rulers, under the Emperor, even in China, come from the people and possess all the characteristics of the people. The corruption of officials in China means simply that the life of the people from whom those officials spring is corrupt, that their education in practical morality is defective. A pure people could not produce a corrupt officialdom, and the only effectual way to secure a permanently pure and efficient administration is by purifying and elevating the life and thought of the people. The nations of the West have found that the strength of the nation lies in the strength of the people, and they aim to make the people strong by incorporating certain essential elements into their system of education. These elements China cannot afford to ignore if she wishes to take her place among the nations of the first rank. (1.) In the first place education in Western countries is tending to become universal. Supposing the education to be of the right type every failure to extend its influences to every member of society is recognized as an element of weakness. The right education of woman is known to be inexpressibly important. There are many things which the wives and mothers of the country should know to fit them for helping and preventing them from hindering the national growth in power. China can no longer afford to exclude this important half of her population from the privileges of such a training as shall fit them for the life they have to live, for the contribution they are sure to make to the national character and work. Then, too, these countries are a unit in extending the bounds of education far beyond the limits of the ruling class. All agree in the desirability of providing some sort of education and fitting for the farmer, the merchant and the mechanic, three great classes that carry forward the work of the nation, and give to its life that expression by means of which it comes into competitive contact with the rest of the world. Agricultural, mercantile, and technical schools are being multiplied and filled with students in all the leading countries of the world. It is even looked upon as essential to the national supremacy that these schools should be suitably maintained. Neither China nor any other country, regardless of the extent of her territory or the vastness of her population, can ever become great in this modern world, while practically restricting the privileges of education to any single class of her people, even to the class of rulers. (2.) No great nation undervalues the physical side of knowledge. A purely literary education can never make a people great. Study of, and reverence for, the laws and facts of nature are inseparably connected with character as well as with material prosperity. Nature does so without any thought of the incorporate teacher. She has not yet relin-

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SUPPLEMENT TO THE HONGKONG TELEGRAPH, TUESDAY, NOVEMBER 10, 1903.

THE "EMPEROR" "KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 6th November.
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai & the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. White Cooper handed in an Admiralty chart of the Coast of China near to Hongkong and in reply to the Court Counsel said that he proposed to leave the Court to mark thereon the position of the wreck.

His Lordship granted leave to Counsel to correct two clerical errors in paragraph 4 of the petition, Mr. Sharp offering no objection.

Mr. White Cooper then read the following petition:

The petition of the Plaintiffs shows as follows:

1.—Plaintiffs are the owners of the cruiser Kwang Tai of 2,000 tons register which at the time of the event hereafter referred to was on a voyage from Shanghai to Hongkong and Canton manned by a crew of 178 hands all told and carrying in addition to her proper armament guns and munitions of war for the Imperial Military forces in Canton and six passengers.

2.—Defendants are the owners of the British screw steamer Empress of India.

3.—The Kwang Tai left Shanghai on the 13th August, 1903, at about 12.15 a.m., anchored at Guttsch the first night and next morning at 5 o'clock started again. Anchored again an Fu Yan Island on the 15th August, 1903, about 7 p.m. and left on the 16th August, 1903, at 7.30 a.m. and started for Hongkong.

4.—At 10.38 p.m. on the 17th August, 1903, sighted the Cape of Good Hope light, and at 10.54 sighted Breaker Point light proceeding at the rate of about nine knots. The Kwang Tai had her regulation lights properly fixed and burning brightly and a good lookout was being kept on board of her. The weather was dark but clear. The course was West by South & South which would take the cruiser straight to Pedra Branca Island. At about 10.45 p.m., the lights of a steamer astern were sighted at a distance of about 8 or 9 miles. Those on watch saw the two masthead lights in a direct line. This steamer afterwards proved to be the British steamer Empress of India. There was no vessel ahead. The red and green lights of the Empress of India became visible concurrently when she was at a distance of about 2 or 3 miles.

5.—The Empress of India was seen rapidly overtaking the cruiser Kwang Tai, and the Kwang Tai kept her course without alteration until after the collision occurred. The Empress of India did not alter her course or speed but game straight on crashing the Kwang Tai, striking the Kwang Tai on the port quarter with her starboard bow and grazed along the side of the cruiser smashing her boats.

Immediately after the collision the helm on the cruiser was put hard aport and the engines were stopped. The Kwang Tai then sheered off to starboard and the Empress of India to port striking the cruiser with her starboard propeller and inflicting injuries to her which caused her to sink in about two hours' time after the collision, off Breaker Point position bears N. 82° Mag., distance 15 miles. The collision occurred at about 11.50 p.m.

6.—After the collision the Empress of India stopped at a distance of about two miles from the cruiser and stood by to render assistance.

7.—The cruiser blew her whistle for assistance and the Empress sent a boat and subsequently two large boats in which and in the boats of the cruiser 166 out of the officers and crew and five of the passengers were saved.

8.—The pumps of the cruiser were set to work immediately after the collision but the water gained on them rapidly and at about 1.50 a.m. on the morning of the 18th Aug., 1903, she heeled over and then sank by the stern carrying down with her Commander Chee Fung Yee, the 4th engineer, seven able-bodied seamen, two boys and one stoker and one passenger.

9.—A good lookout was not kept on board the Empress previous to the collision.

Plaintiffs therefore pray—

1.—That the plaintiffs have judgment against the defendants for the damage occasioned to them by reason of the collision and for costs.

2.—That the ball given by the defendants be in such damages and costs.

3.—That the amount of such damages may be referred to the Registrar for his report.

4.—That the plaintiffs may have such further or other relief as the case shall require.

Defendants to this petition are the Canadian Pacific Railway and Steamship Company.

ANSWER.

In answer to said petition the Defendants say as follows:—

1.—The Defendants are the Canadian Pacific Railway Company whereof the head office is at Montreal in the Dominion of Canada. The Defendants are the owners of the Royal mail twin-screw steamship Empress of India, registered in London, of 6,000 tons gross, burden, and subsidised by the Commissioners of the Admiralty for service as an armed cruiser. At the time of the events hereinafter mentioned she was on a voyage from Woosung to Hongkong, manned by a crew 233 hands all told.

2.—On Monday, 17th August, 1903, at about 9.45 p.m. the Empress of India had just passed the Lamock Islands. The night was dark; the weather was fine, the wind was light; the Empress of India was proceeding at a speed of about 14 knots an hour through the water; her regulation lights were duly exhibited and burning brightly and a good look-out was being kept. In these circumstances, those on board observed at a distance ahead of about 8 miles a white light which proved to be the stem light of the Kwang Tai.

3.—As the Empress of India proceeded, the white light gradually opened out on her starboard bow, until, as she was about to pass the Kwang Tai, the white light suddenly began to close in and the Kwang Tai was observed to be turning to port across the course of the Empress of India. Immediately thereafter the Kwang Tai's red light appeared and, (the Kwang Tai continuing to swing round with great rapidity) her port bow struck the starboard side of the Empress of India near the break of the forecastle. When the Kwang Tai changed her course as aforesaid the Empress of India was heading in a direction divergent from the course of the Kwang Tai, and if the Kwang Tai had kept her course and sped, the Empress of India would have passed her in ample safety at a distance away of quarter of a mile or thereabouts. The collision occurred about 1.5 miles E. by S. of Breaker Point at about 11.45 p.m.

4.—The Empress of India took all proper measures to avoid the collision and to minimise the force and effect of the impact, and to render assistance to the Kwang Tai afterwards. Immediately when risk arose through the Kwang Tai changing her course as aforesaid, the Empress of India's helm was put hard a-starboard and her port engine was reversed full speed, and those on board her, perceiving that collision could only then be avoided by the Kwang Tai porting, repeatedly hailed her so to do. After the collision the Empress of India stood by the Kwang Tai until she sank at two (2) next morning and the Empress of India remained at the scene of the collision for some hours afterwards.

5.—To those on board the Empress of India it seemed that the Kwang Tai must have negligently failed to observe, until close thereto, a junk which was on her port bow, and that those on board the Kwang Tai must have lost all presence of mind. The junk was not in the Kwang Tai's way, and if she changed her course for the junk, as was unnecessary, she ought to have ported instead of starboating.

6.—A good look-out was not kept on the Kwang Tai.

7.—The Kwang Tai, though the overtaken vessel, neglected to keep her course.

8.—The Kwang Tai improperly starboarded her helm.

9.—The Kwang Tai having starboarded her helm as aforesaid, improperly persisted in swinging around to port, though such action rendered the collision certain, and though the collision would have been avoided by the Kwang Tai porting.

10.—The Kwang Tai improperly attempted to cross ahead of the Empress of India.

11.—The Kwang Tai gave no whistle or signal or warning of any kind to the Empress of India to indicate the said change of course.

12.—Both before and after the collision the Kwang Tai was navigated in a reckless and improper manner.

13.—Those on board the Kwang Tai neglected to comply with the established practices of seafarers and violated the principles of the general maritime law, and particularly of articles 21 and 29 of the "Regulations for Preventing Collisions at sea."

14.—By reason of the collision damage was suffered by the defendants to an amount exceeding \$50,000.

15.—The collision was not caused or contributed to by any improper conduct on the part of the Defendants or their servants; was solely occasioned by the negligent navigation of the Kwang Tai as hereinbefore shown.

16.—In any event the defendants deny liability in respect of the alleged loss of life on board the Kwang Tai.

17.—Save as aforesaid the Defendants deny all the allegations contained in the petition.

The Registrar of the Court then read the Preliminary Act of the two ships.

His Lordship asked whether the course W. by S. & S. mentioned in the petition was magnetic.

Mr. White Cooper said it was magnetic and the difference between magnetic and true course was five degrees or half a point.

After some further discussions, Mr. Sharp said that in answer 7th in the Preliminary Act the course was true. He did not object to his friend amending the Preliminary Act by inserting the word 'true.'

Mr. White Cooper, in opening the case for the plaintiffs said that they were there on that occasion to ascertain whether or not the owners of the Empress of India were responsible for the unfortunate collision with the Imperial Chinese cruiser Kwang Tai which resulted in 13 lives being lost. This model gave an approximate representation of the cruiser, but it had not been made according to any scale and he merely put it in, so that the Court might see the style of the vessel, her build, etc. It was not made to scale but otherwise the model was a correct representation of the cruiser. She was a composite cruiser, built at the Foochow Arsenal and launched some 15 years ago. (Counsel here gave the dimensions of the cruiser, her engines, armaments etc.) Her ordinary speed was 9 to 9½ knots, but she could make 10 knots and on one occasion when she was conveying Viceroy Chang Chit-tung she made 12 knots. She possessed steam steering gear which was worked from the bridge. She was under the command of Captain Chee Fung Yee, an experienced naval officer who had been 20 years in the Chinese Navy, and who unfortunately was one of those who perished. The Captain was a man of about 30 years of age and had been in command of the cruiser for about six months when the collision happened. Previous to holding this command he was in another man-of-war named Sei Kee. (Counsel here detailed her complement of officers and men—178 all told.) In addition to this she was carrying six gentlemen who were friends of the Captain as passengers to Canton.

On the occasion of her disastrous voyage she was also carrying arms and ammunition to Canton to assist the authorities in quelling the rebellion there. The collision occurred on the night of Monday, 17th August.

On this night everything seemed to be

in favour of safe navigation. The weather was clear and though there was no moonlight every thing could be seen a long way off.

There was practically no wind and the two ships were proceeding to the same destination, Hongkong. Those on the Empress must have seen the cruiser about 30 miles from the scene of the collision or must have been watching her for about a couple of hours. The cruiser saw the Empress about 10.45 p.m. so that the former only saw the latter for an hour. At this time the cruiser was proceeding at the rate of 9½ knots and the Empress 14 knots and she would therefore have gained on the cruiser something over four knots an hour. There was ample sea room, and it was not the case of one ship overtaking another in narrow water. It was true that there was a number of fishing boats about, but there was no question of ample sea room. The course of the two ships was, as nearly as possible, parallel, which one might expect in the case of two ships proceeding to the same destination.—*Shanghai Mercury.*

RANDOM JOTTINGS IN MACAO.

THE CITY.

A curious old city is Macao, with its half Portuguese, half Chinese aspect; its various tinted colourwashed and stuccoed houses, and hilly narrow streets and alleys, paved with granite cobble, wherein the rickshaws rattled in a manner distracting to the mind but doubtless excellent for the liver. Some of the streets, especially in the purely Chinese quarters, are not only very narrow but crooked also, and the houses at the angles of peculiar outline; in fact, few houses in the older parts of the city are anything like rectangular in plan.

Macao lies, roughly speaking, forty miles west of Hongkong, which for various reasons has usurped the trade and prosperity of the former place, partly owing to the shallowness of the sea and the fact that the harbour is very small and gradually but surely silting up with the mud brought down by the West River, and partly, no doubt, to the lack of energy and enterprise of the lethargic Portuguese Government. The houses, now private residences, which belonged to the East India Company in the palmy days of the Colony, still stand on the Praia or sea-front, the walls thick, and the windows barred heavily with iron, though this is usual with most houses in Macao.

Many of the windows in the colony are filled in with small pieces of split oyster-shell in lieu of glass, framed together in wood, which gives them the look of the old-fashioned leaded sashes.

Both Chinese and Portuguese seem fond of ornamental plaster-work, most houses being stuccoed, as native brickwork will not stand the weather without protection.

All sorts of eye diseases are exceedingly common. These beggars lie by the roadside or besiege the shop doors, where they are very persistent and annoying, though the native shopkeepers do not seem to mind their hanging round the premises. Many blind and semi-blind persons tap their way along the road, some striking a small gong at intervals.

evidently degenerated from golden days, for it is now but an unintelligible bawl.

CONVICTS.

Chinese convicts, heavily ironed in pairs [Note.—By a recent order, the chains have been done away with.—Ed.] and attended by a couple of guards, pass along the Praia to do various work for the barracks, carrying water, etc. However, they are not so strictly disciplined as in other places; they pick up cigar and cigarette ends without let or hindrance, and talk and joke amongst themselves.

GAMBLING.

Macao is the great place for gambling at fan-tan (in newspaper diction it is the Monte Carlo of the Far East). This has so often been described that it is unnecessary to do more than refer to it. There are, however, many forms of gambling carried on, one in which paper tickets printed with Chinese numerals are used, and coolies may be seen in the streets daubing the numbers they fancy with ink, or burning them with the ever-handy joss-stick.

At the present time stern-wheel junks or passenger-boats, crammed with natives, ply between Canton and Macao and the intervening towns on the creeks, but they are said to be decreasing in number, their place being taken by launches. These boats are worked by gangs of coolies treading on steps after the fashion of a treadmill, geared by side-rods to the paddle-wheel. I believe passengers often pay their passage by doing so much "time" on this mill.

MENDICANCY.

One sees very little of Chinese beggars in Hongkong and Shanghai, but there are many of them in Macao, some suffering from hideous mutilations and diseases, chiefly of the legs and feet, and skin eruptions of every description, which is not surprising considering the filth through which the coolie class walk barefoot, not to mention their personal uncleanliness. All sorts of eye diseases are exceedingly common. These beggars lie by the roadside or besiege the shop doors, where they are very persistent and annoying, though the native shopkeepers do not seem to mind their hanging round the premises. Many blind and semi-blind persons tap their way along the street, some striking a small gong at intervals.

INDUSTRIES.

The waterfront of the harbour is strewn with piles of fish of many varieties, pigs in the usual bamboo cages, ducks and fowls in crates tied in bunches by the leg, and mysterious native "chow" concoctions, spread out on the dirty ground to dry in the sun, women and children salting and scaling fish, firewood choppers and the general mob of pedlars, ricksha-men, loafers and sampan-people, most of them shouting and bawling their loudest. The whole waterfront reeks of fish: fresh, salt and decayed, mostly the two latter. The various fishing industries are interesting, particularly the mud drakas who sledge along the mudflats at low tide catching the so-called walking-fish, but to describe them would be outside the limits of this short article. Perhaps the native occupation which most impresses, and concerns, the European, is that of the washerman. The destructive creature haunts the sea-shore, where the large boulders make convenient drying-areas. His stock-in-trade consists of a large smooth-topped mass of granite, a small boulder and some water, the colour of which element does not trouble him. He wets the clothes and dashes them on the rock, repeating this process till they are "finished;" armed with the small rock he fears no stain however stubborn, but pounds it out on his washing-stone.

SAN PAUL.

The forts are perhaps the oldest buildings in Macao, but the chief ancient ecclesiastical building is the Convento de S. Paulo, of which little is now left but the wall of the eastern facade, fairly perfect, a fine flight of granite steps leading up to it, and about six or seven feet in height of the wall of the nave, which appear to have been made chiefly of adobe or concrete. The east end is of regularly laid and dressed granite, with pillars and carvings on the outer face, and recesses or alcoves in which there still remain life-size bronze statues. The interior of the nave is filled with moulds of rubbish, and is a grazing place for fowls and pigs. The flight of steps, now broken and grass-grown, is used by the Chinese as a convenient place to dry joss-sticks. The structure was built in 1602, about fifty years after the founding of the Colony, it is said by 1807 on the understanding that a Hospital for Women and Children and a Nursing Institute should be erected, and that the first section of a road to encircle the main portion of the island of Hongkong should be constructed. These works, I am glad to say, have now been completed, so far as the Hospital and the sections of the road are concerned. Many difficulties, which could not have been foreseen by the Committee, have been encountered, necessarily delaying the work, but, as will be seen, they were overcome at length, and we now have the pleasure of recording their completion. The amount available from the sum subscribed, after defraying the cost of the local celebrations of the event, was \$182,424.00, and this was divided equally between the two projects, giving for each \$91,212. I propose for the sake of convenience to deal separately with them, and will refer first to the Hospital. The scheme originally provided for the erection of a building in the grounds of the Government Civil Hospital, and included a Nursing Institute, which was to form an adjunct of the staff quarters of that institution. Competitive designs were invited, and were in due course sent in by the local architects, but before any decision had been arrived at regarding these, a letter was received from the Principal Civil Medical Officer urging that the proposed Hospital should be erected at the Peak and suggesting that "Craigleburn" might be acquired for the purpose. This letter was considered by the committee, and though the suggestion for the purchase of "Craigleburn" was not adopted, there was a consensus of opinion in favour of acquiring a site on the higher levels instead of erecting the building in the Civil Hospital compound. A resolution to the effect that a site not lower than Robinson Road should be selected was accordingly carried. Some difficulty was experienced by the committee in finding a desirable site, but fortunately Barker Road was then under construction, and after examination of those sites available, it was decided to apply to the Government for the ground on which we are now assembled. You, Sir, readily consented to grant the site, and the committee then concentrated its energies on securing the best building possible for the funds at its disposal. Owing to the greater cost of building on the high levels, and the necessity of providing quarters for the staff required, the Committee found that the funds were not sufficient to erect both the Hospital and the Nursing Institute as well. It became necessary, therefore, to refer the matter to the Government, and your Excellency, recognising the difficulty, kindly consented to recommend to the Secretary of State for the Colonies that an

adjunct to the Government be erected for a Nursing Institute, having been obtained, and the new completed, it remains for your Excellency's and speaking for the Committee, to allow interest on it.

The Portuguese, or Macaenses as they are called in this colony, have very friendly relations with the Chinese community, and probably the chief reason is because the majority of the former speak Chinese like natives, which is of course a potent factor towards a good feeling between the two peoples. The French are said to look on the colony with covetous eye, not for itself, but doubtless with a view to a sphere of influence including Canton, and their gun-boats are now constantly in the harbour.

But Macao is quite contented as it is, and it is to be doubted if any other nation would live as peacefully with the neighbouring Chinese as do the present owners of the colony.

It is said they are going to dredge the harbour—sometime; that Macao is going to be lighted by electricity—sometime; and that a railway is to be built from Macao to Canton—also sometime! It may be so; the old order of things changes, and rivals have lately appeared on the run of the time-honoured Hongkong-Macao steamer; but let us hope for the sake of the peace and picturesqueness of the colony that the threatened innovations will only come, as the Portuguese say, "to-morrow!"

THE JUBILEE MEMORIAL.

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FORGED BANK NOTES.

BIG SEIZURE AT CANTON.

(From our Correspondent.)

CANTON, 10th November,

3.35 p.m.

At noon to-day, Captain Young, who is in charge of the hamion guard, raided a Chinese cash shop and seized a large number of forged notes of the Hongkong & Shanghai Banking Corporation, which were being offered on sale.

(Reuters.)

The Revolution in Panama.

LONDON, 6th November.

The State Department in Washington has received a telegram from Panama, formally announcing the establishment of a new government. The Nashville-blue-jackets have again been landed at Colon, which town the revolutionists are marching to attack. When Colon is captured the Republic of Panama will be recognised by the United States, and it is expected in Washington that it will also be recognised by Great Britain and France.

LATER.

The United States Government has recognized the new government in Panama, and it is expected that this will mean a virtual American protectorate. Colombia has sent to Washington strong protest against the encouragement of the revolution given by the United States. The Colombian federal troops have quitted the Isthmus, leaving it in the hands of the revolutionists. Several New York papers are vigorously accusing President Roosevelt of conniving, and even indirectly supporting, the revolutionists.

Mr. John Hay (Sec of State) has issued a statement defending the United States recognition of the independence of Panama, as most strictly in accordance with justice and equity, and the only course possible in view of the fact that the right of control of the Isthmian transit was conferred by the treaty of New Granada in 1846 and had now become of transcendent importance to the United States through the acquisition of Hawaii and the Philippines. It was the failure of Columbia to ratify the Canal Treaty that caused the revolt of Panama. President Roosevelt's course was thus clear, viz., to prevent encounters calculated to impede the transit of the Isthmus and to recognise the established Government. President Roosevelt consequently advised a peaceful settlement and had notified the world that the United States would no longer allow bickerings in Panama.

Russia and Germany.

Count von Bülow and Count Lansdorff have had a three hours' conference at Darmstadt.

The Far East.

The *Temps* states that M. Delcassé informed the Cabinet Council that pacific prospects predominated in regard to the Far East.

The Telegraph's Vienna correspondent says that the result of the recent conference between the Tsar and the Kaiser was a distinct agreement ensuring Russia Germany's support in the event of Japan declaring war against Russia, and being supported by Great Britain.

LATER.

The report that Germany had promised Russia her active support in the Far East is doubted; it is believed that the main outcome of the conference between the Tsar and the Kaiser was the promise of German support to the Austro-Russian Reform scheme for Macedonia.

Indisposition of the Kaiser.

8th November.

The Kaiser has been successfully operated upon for polypus in the larynx; the polypus has been removed. The medical report emphasises the fact that the nature of the polypus is non-cancerous. The morning bulletin stated that the Kaiser had passed a satisfactory night with temperature almost normal.

(Der Oesterreichische Lloyd.)

The Kaiser and the Tsar.

MEETING OF MINISTERS.

Berlin, 5th November.

Complying with a desire expressed by both H.M. the Emperor and the Tsar no toasts were given at the banquet during the Wiesbaden interview. The Tsar has left in the meantime again for Darmstadt. There Count Bülow, the German Chancellor, and Count Lansdorff, the Russian Minister of Foreign Affairs, are meeting again to-day. It is expected that, on this occasion, important agreements will be arrived at with regard to the neutralisation of the Far and Near East. Great confidence prevails among the Russians that the efforts to maintain the peace in the Far East will be successful but they consider it far more important that the Balkan question should be settled in a satisfactory way.

In Favour of Peace.

The fourth of St. Petersburg dwells on the importance of the interview of the two Emperors, which certainly will have a very favourable influence upon the maintenance of the world's peace.

Returning home.

The family of the Tsar will return in the near future from Darmstadt to St. Petersburg.

NEW LAW COURTS.

LAVING THE FOUNDATION STONE.

As will be seen from our advertisement columns, His Excellency the Governor will lay the Foundation Stone of the New Law Courts on Thursday the 12th instant, at 4.30 p.m.

The Public are invited to be present. A limited number of seats will be reserved for ladies.

THE SHOOTING TRAGEDY.

IN THE NEW TERRITORY.

LANCE-SERGEANT LEE CHARGED.

Although the details of the shooting fatality in the New Territory, on Sunday, were not generally known in the Colony yesterday morning, the sad message that Mr. W. McGregor, overseer of the new waterworks at Kowloon, and a native of Edinburgh, had been accidentally shot by Lance-Sergeant Lee, who is store-keeper at the Central Police Station, was being widely circulated. It was at first rumoured that the fatality had occurred while practising for the Interport match at the Kowloon range was in progress, and this report was generally believed until later in the day, when the full account, of what must be regarded as one of the saddest accidents recorded in the Colony, was brought to Hongkong. It seems that on Sunday, Mr. McGregor, Lance-Sergeant Lee, Sergt. Hill, and Sergt. A. Wilson, with whom was a native servant, went deer shooting in the vicinity of Shatin. About three o'clock in the afternoon they were walking on the hills above the little village of Pai Tat, some ten miles from Hongkong, when the accident occurred. Lance-Sergeant Lee was carrying a repeating fowling-piece, and having, as he thought, extracted the cartridges, pulled the trigger and was terror-stricken to set his friend McGregor, who was walking some half a dozen yards ahead, fall to the ground mortally wounded in the small of the back. According to our information, McGregor was able to mutter, "I'm done," or words to that effect, and expired shortly afterwards. The body was subsequently brought to Hongkong and the funeral, which took place this afternoon, was largely attended. The deceased gentleman was one of the most popular men in the Government service and although his acquaintance with Hongkong was comparatively short, he had made many friends by whom he was most highly esteemed. At the same time, sympathy is expressed on all sides for Lance-Sergeant Lee, who is also another young and popular official.

POLICE PROCEEDINGS.

At the Magistracy this afternoon, James Frederick Lee (24), described as a Lance-sergeant, was charged for "that he did on the 8th November, at or near Pai Tat village, in the New Territory of this Colony, unlawfully and feloniously did kill and slay one William McGregor, against the peace of our Lord the King his Kingdom and dignity." He pleaded not guilty.

Insp. Gauld stated that at 1.30 p.m., by direction of the Captain Superintendent of Police, he placed the defendant under arrest, and charged him with the manslaughter of McGregor.

His Worship adjourned the case until next Thursday, granting bail in two sureties of \$30 each.

OXFORD LOCAL EXAMINATIONS.

RESULTS OF LAST EXAMINATION.

The Hon. Local Secretary of the Oxford Local Examination Committee (Dr. G. H. Bateson Wright) forwards us the following results of the examination held last July:

SENIOR.

D—Ilagen, E. C. A.A.—I—Sambenite, R. A.A.
D—Hastings, F. E. A.A.—J—Sui Chi-pui, A.A.
D—Melbye, A. A.A.—Q—Bunje, C. A.A.
J—Gardner, J. A.A.—Q—Bunje, H. F. A.A.
J—de Gracq Ozio, Q—Ho Yan-sik, A.A.
rio, J. M. H. A.A.—Q—Te Tsok-kai, A.A.
J—Muñoz, F. J. A.A.

(Over age) Q—Chau Sz-yui.

JUNIOR.

D—Arnold, E. L. G. J—Arienza, Y.
D—LeBreton, L. J—Era N. J.
D—Long, E. J—Ontanon, C.
D—Mothing, A. E. Q—Mooney, W. G.
D—Thomas, G. Q—Watling, H.

OVER AGE.

J—Vergara, C. E. Q—Pung Pak-lu.
J—Villafior, A. Q—Lai Chiu-kun.
P—Kew, I. W. Q—Lam Shiu-in.
Q—Au Wing-to. Q—Lo Shiu-tung.
Q—Fung Wai-hün. Q—Tse Yan-lung.

PRELIMINARY.

D—Drude, W. Q—Chan Kwok-nin.
D—Gnissermann, J. Q—Chau Kwan-jam.
D—Jex, H. Q—Galluzzi, V. C.
D—Loft, T. Q—Sufford, A. M.
D—Ng Wai. Q—Sung Ting-sui.
Q—Abubekr, S. Q—Tetzl, C.

OVER AGE (14-16).

D—Law, E. Q—Juman, V. M.
D—Brandy, W. A. Q—Li Un-lun.
J—Labeyre, L. Q—Markar, C. G.
Q—Cheung Lun-shang Q—Moosa, S. K.
Q—Cheung Ting-shang Q—Rahman, A. K.
Q—Galluzzi, R. F.

GIRLS PRELIMINARY. Over age (14-16).
D—Heang, L. E. D—Smith, A. M.
D—Mooney, F. D—Smith, G.
D—Diocesan School, P—Private Tuition.
J—S. Joseph's College, Q—Queen's College.

Rev. T. W. PEARCE,
Superintending Examiner

THE KING'S BIRTHDAY
CELEBRATIONS

IN HONGKONG.

Our Colony is ever to the fore when the occasion presents itself for a demonstration of the loyalty of its inhabitants, and the celebration of Our Gracious Majesty King Edward the Seventh's 62nd anniversary was an opportunity of which every advantage was taken by all classes of our society. Devotion to our Sovereign is not an appanage reserved to the mighty who sit in high places, or to the select few of our plutocratic aristocracy; but is one of those civil virtues of which all the citizens of our vast empire are so justly proud. Nature smiled on the many to whom this holiday was an occasion of the sight-seeing and rejoicing, and their ready enthusiasm excited by the bright colours glittering all over the shipping in the harbour, and bedecking the public and private buildings in the city, and by the superb military display of the afternoon, was maintained throughout the day at its crescendo, thanks to the truly regular weather that favoured the anniversary. The warships and merchantmen in the harbour were all brilliantly decorated, and it was particularly gratifying to notice the tasteful display made by the U. S. S. *Monterey* and the Portuguese cruiser *Divi*. Looking down from the upper levels on the immense landlocked haven, dotted over with cruisers, gunboats, destroyers, liners, cargo-boats and steam launches, all ablaze with bunting, which fluttered in the north-east breeze, flashing bright hues in the clear sunshine, the scene was delightful and impressive. Truly our harbour is one of the most picturesquely situated in the world, though it is to be feared that the majority of us are so busy and preoccupied with other thoughts that its beauties receive scant appreciation. An occasion like the present one, when the attention of the observer is attracted to our scenery by some outside channel, the scenic splendour of our surroundings becomes so apparent that one is filled with remorse at the sagacious neglect with which many of us become accustomed to treat it. At noon a Royal Salute was fired. The first gun boomed out from the Naval Yard and the joyous detonations were repeated by the warships; the puffs of smoke from the guns looking like white plumes as they twined upwards through the fluttering flags and melted away in the atmosphere.

THE GARRISON REVIEW.

The event of the day was undoubtedly the fine military display held in Happy Valley under the auspices of His Excellency the Governor, at which detachment of sailors and marines and all the disposable troops of the garrison assisted. Though the review was timed for 4 p.m., the roads leading to the Racecourse were, from an early hour, crowded with Chinese making their way to the ground, in order to secure a good post of observation. Soon after noon the long line of pedestrians, moving down Queen's Road to Wan-chai, and along the Praya East, was swollen by the numerous rickshaws, gharrys, chairs and bicycles, in and on which the European population, and the more fortunate celestials, were hurried along towards the scene of the coming inspiring ceremony. The continuous rumble of the wheels, the excited yells of the coolies, the innumerable barked at the vehicles in front, when a block occurred, the crackling conversation of the Asiatic throng as they trudged onwards, the warning shout of the steward, policemen regulating the traffic made a cacophonous din along all the line of route that was almost deafening. The variegated and ever changing colouring of the crowd, both here and around the parade ground, seemed in the raw sunshine like any endless series of kaleidoscopic patterns. The bright summer *toilettes* and flower or plume bedecked head-dresses of the European ladies, the gaily habited robes of the Celestials, the sportive costumes of the turbaned and swarthy Indians, the sparkle of steel, and the glint from brass uniform buckles and buttons gave a vivacity and brightness to the picture that the pen is incapable of doing justice to. The troops arrived on the ground, with bands playing, some time before the hour fixed for the review, and took up their respective positions. Starting from the right of the line the following corps took part in the parade:—The Naval Brigade, Marines, Royal Garrison Artillery, Royal Engineers, 1st Sherwood Foresters, the Hongkong-Singapore Battalion Royal Asiatic Garrison Artillery, the Hongkong Volunteer Corps, the 10th Mahratta Light Infantry and the 9th Burma Infantry. The total effective present, officers and men included, were about 2,500 strong. Colonel L. F. Brown, R.E. was in command; his staff consisting of Major A. A. Chichester, D.S.O., Major T. W. G. Bir an Lieut. M. K. Hodgson. The guard was mounted and wore all his orders. The staff accompanying His Excellency consisted of Sir John Keen, A.D.C., Lieut. H. W. Smith, R.A. and Subadar Ikbal Singh, H.K.S.R.A. Sir Henry Blake then proceeded to inspect the garrison, beginning with the detachments from senior service. The inspection terminated His Excellency came back to his first position and the ceremony of firing the *feu de joie* was gone through; the guns of the Asiatic Artillery joining in, after which the Governor called for three cheers for His Majesty King Edward VII. The surrounding crowd of spectators joining in the shouts which echoed down the valley. His Excellency then came back to the saluting base and the troops marched past. The bands, massed under the orders of the bandmaster of the Sherwood Foresters, played appropriate marches to the advent of each corps. As line upon line of men went by with mechanical precision the enthusiastic plaudits of the onlookers broke out repeatedly. The sailors were evidently prime favourites. For precision of movement the palms were for the Sherwood Foresters and the 10th Mahrattas, the business-like swing of this first fine corps told a tale of long tramps over the veldt and a fitness and grit that can only be acquired in a campaign. The Mahrattas were splendid, a magnificent example of careful training and of the keenness possessed by their superiors, and were another proof that the Indian Staff Corps is the finest body of professional soldiers in the world. The troops went back to their original positions and the whole line advanced to the strains of the "Soldiers' Chorus," from "Faust," and saluted. The National Anthem was played, the troops remaining at the "salute," and the parade came to an end.

Were present at the saluting base numerous naval and military officers in full uniform, the officers from the Portuguese cruiser *Divi*, the foreign consuls and other prominent official or civil members of the community. The return journey from Happy Valley was even more animated than the rush out there, and "blocks" were frequent and progress slow. The best of good temper prevailed, however, and accidents were few and of little gravity, thanks to the excellent dispositions taken by the police. At

night fell, the congested traffic eased down, and the streets of the city regained their normal aspect, as the thousands returned to their homes tired with the excitement experienced and enthusiasm displayed, and impressed no doubt with one of the finest military parades this Colony has ever seen.

TELEGRAMS TO THE NORTH.

Communication with Fo-chow, Shanghai and the North, via the Eastern Extension Company's cable was restored yesterday afternoon.

The Superintendent of the Great Northern Telegraph Co. notifies that the time of transmission for telegrams forwarded over the Company's Hongkong (Amoy)-Shanghai cable is again normal.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lambke & Rogge report under date the 7th November, as follows:—

The general position of our freight market has not changed during the fortnight now under review. There is an unusually large supply of tonnage and at the same time quite an unusually small demand. The number of steamers, free from their recent engagements and unable to move for want of paying freights, is steadily increasing, boats of various descriptions and sizes are kept unemployed. Unfortunately there are no prospects for any early improvement, indications instead all point the other way. Whilst from demand for tonnage to load at Newchwang after all a fair amount of chartering has resulted during the fortnight, this season's requirements in that direction are now all but filled, and without much more business the port is expected to be closed by ice in the ordinary course before the month is out. The Tientsin and other Northern trades will for a like reason also be stopped, and the South, as circumstances are at present, already quite unable to absorb available tonnage, will have more boats looking for what can be picked up in the shape of freights.

It is quite on the cards that owners may take to fixing steamers homewards, though what little business may be got in this line is quoting at exceedingly poor rates; however, a few boats have already been so disposed of.

It appears that rice crops are good everywhere in the East, that stocks of that staple are so distributed anyhow, just at present, that the various markets are all supplied and that there is no inducement for moving cargoes. It may, be principally on this account that even now there has been practically no demand yet from the Yangtze ports. The fact also, that reports from Saigon, contrary to all previous advices, now disclose about 300,000 to 400,000 piculs of grain as being available there yet, has not helped to stimulate freights. Though prices, in the absence of any buyers, are stated to have fallen rapidly and considerably, values will still seem to be out of proportion to those ruling in the neighbouring markets, so much so anyhow, that there is no margin left for freight. It is therefore that, despite of their being rice yet, there continues to be no demand for tonnage coastwise from Saigon, except that during the last few days 6 and 7 cents per picul has been offering for small parcels for this port—rates, of course, are, far from covering steamer's expenses, but have yet been accepted in some instances as the means of working boats back when they were to get here somehow.

Concerning Bangkok, it is reported to-day that some understanding has been come to between the two competing German lines. As to what effect this will have on rates, the early future will show; anyhow, for the present, outside boats have no chance.

Newchwang business has already been referred to as having been done during the fortnight. The best steamers have been able to secure has been 21 cents for first half November loading for Canton, 22 cents for later dates. Nothing better than about same rates has been obtainable for Amoy or Swatow.

Java freights to this have continued quiet with business at 17½ cents for all dry sugar, and only 15 cents is quoting at the close.

Some inquiry that there has been for coal tonnage from Moji to this has been met at \$1.75 and \$1.70 per ton, according to size; a slight improvement upon recent fixtures.

Moji to Swatow \$1.80 is quoted for a cargo. Moji to Singapore has had inquirers at about \$1.75, or better; but the rate has not been found tempting.

From Hongkong, for prompt, there has been no demand, and for later shippers quote even below last rate of \$1.10 per ton to this.

On time basis, there will be found details in appended list of two settlements for short terms, arranged to cover special requirements. The *M.-Struve's* charter for Shanghai account, as lately reported, had been cancelled.

Sail freights—British bark *Brilliant* has arrived from Shanghai and is loading for Baltimore and New York. American ship *Rosine* sailed for Italy destinations on 2nd November.

There seem to be no prospects whatever for further sail tonnage for the states being taken up this season, partly accounted for by the recent break up of the Pacific steamer's conference. Rates are down to G. \$2.00 per ton for San Francisco, and about G. \$4.75 per ton, (1 cent gold per lb.), through freight for mating via San Francisco to overland places including

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	" ACHILLES "	On 12th November.
GLASGOW and LIVERPOOL	" PROMETHEUS "	On 21st November.
GLASGOW and LIVERPOOL	" PELEUS "	On 28th November.
GLASGOW and LIVERPOOL	" DARDANUS "	On 5th December.
GLASGOW and LIVERPOOL	" VANCOSTE ".....	On 12th December.
S.S. " ACHILLES ".....		left Singapore 7th inst. a.m. and is due here 12th inst.
S.S. " OANFA ".....		has arrived and leaves for Japan and Pacific on 11th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	" TANTALUS "	On 10th November.
MARSEILLES & LIVERPOOL	" NINGCHOW "	On 20th November.
LONDON & ANTWERP	" POLYPHEMUS "	On 24th November.
MARSEILLES, L'DON & ANWERP	" IYSON "	On 8th December.
LIVERPOOL	" ACHILLES "	On 15th December.
MARSEILLES, L'DON & ANWERP	" PROMETHEUS "	On 22nd December.
MARSEILLES, L'DON & ANWERP	" DARDANUS "	On 5th January.
S.S. " NINGCHOW ".....		Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	" OANFA "	On 11th November.
all PACIFIC COAST PORTS, i.e., PELEUS	".....	On 30th November.

NAGASAKI, KOBE and YOKOHAMA, 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG (DIRECT).....	" HANGCHOW "	9th November, at 5 P.M.
TIENTSIN	" KWEEYANG "	9th "
SHANGHAI and DAIRINYI.....	" NINGPO "	9th "
MANILA.....	" SUNGXIAO "	11th "
KOBE.....	" CHANGSHA "	13th "
MANILA.....	" TSINAN "	17th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 5th November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 14th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger
PERLA	1980	J. McGinty

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 6th November, 1903.

[1208d]

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR**PORTLAND, OREGON,**

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
" INDRAPURA "	4,890	A. E. Hollingsworth	Nov. 14, 1903.
" INDRASAMHA "	5,197	W. E. Craven	Dec. 14.
" INDRABELLI "	4,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON; General Agent.

[1206c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW*	" ANPING MARU "	J. Goto	MONDAY, 9th Nov.
FOR TAMSIU*	" DAIJIN MARU "	T. Ogata	TUESDAY, 10th Nov.
FOR TAMSIU*	" DAIGI MARU "	T. W. Groves	SUNDAY, 15th Nov.
FOR ANPING*	" MAIDZURU MARU "	K. Akashi	SUNDAY, 15th Nov.

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Nanjing's River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 6th November, 1903.

[1207c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA, REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table, Duly-qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

" KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU O N.S. CO., LTD., N. 8, Queen's Road West, Hongkong, 30th May, 1903. [322e]

HONGKONG-MACAO LINE.

S.S. " WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5;

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street, Hongkong, 7th September, 1903. [1073e]

FOR KOBE, NAGASAKI AND WLADIVOSTOCK.

THE Steamship

" KOWLOON,"

Captain Stehr, will be despatched for the above Ports, on FRIDAY, the 20th November, at 5 P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 31st October, 1903. [1212e]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).**PROPOSED SAILINGS FROM HONGKONG.**

1903. About

" RICHMOND CASTLE ".....

" ORONO ".....

" ORO ".....

Shipping.**Arrivals.**

Thea, Ger. s.s., 980, Ohlerich, 7th Nov.—
Newchwang fat Nov., Beans and Bean-oil.
—J. & Co.

Haiman, Br. s.s., 636, Gibson, 7th Nov.—
Tamsui and Amoy 5th Nov., Gen.—D. L. & Co.

Trocas, Br. s.s., 2,657, Phillip, 8th Nov.—
Hankow 1st Nov., Ballast.—A. K. & Co.

Sabine Rickmers, Br. s.s., 9.8, Na-bei, 8th Nov.—
Mau-riui 31st Oct., Kerosene.—A. K. & Co.

Oans, Br. s.s., 4,866, Bartlett, 8th Nov.—
Singapore and Nov., Gen.—B. & S.

Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov.—Kobe 4th Nov., Coal and Gen.—
Tung Yeh Chou

Shantung, Ger. s.s., 4,044, Engelhardt, 8th Nov.—Fochow 6th Nov., Gen.—M. & Co.

Kowloon, Ger. s.s., 1,487, Stehr, 8th Nov.—
Chinkiang 4th Nov., Gen.—S. & Co.

Daijin Maru, Jap. s.s., 920, Ogata, 8th Nov.—
Tamsui via Amoy and Swatow 7th Nov., Gen.—O. S. K.

Hanoi, Fr. s.s., 738, Merlees, 8th Nov.—
Hoian 7th Nov., Gen.—A. R. M.

Haitan, Br. s.s., 1,183, Roach, 8th Nov.—
Fochow 5th Nov., Amoy 6th, and Swatow 7th, Gen.—D. L. & Co.

Ocean, Ger. s.s., 700, Janke, 8th Nov.—
Caroline Islands 1st Nov., Cöpra.—S. & Co.

Glendorn, Br. ship, 1,823, Morrison, 8th Nov.—
New York 26th June, Gen.—S. O. Co.

Lycemoon, Ger. s.s., 1,238, Lehmann, 8th Nov.—Canton 21st Nov., Gen.—S. & Co.

Kwangtung, Ch. s.s., 1,536, Lunt, 10th Nov.—
Canton 7th Nov., Gen.—C. M. S. N. Co.

Gregory Apcar, Br. s.s., 2,940, Olifent, 9th Nov.—
Calcutta 24th Oct., and Singapore 3rd Nov., Gen.—D. S. & Co.

Ningpo, Br. s.s., 1,228, Boyd, 9th Nov.—
Swatow 8th Nov., Ballast.—B. & S.

Tungshing, Br. s.s., 1,183, Selby, 9th Nov.—
Chefoo 4th Nov., Gen.—J. M. & Co.

Holstein, Ger. s.s., 983, Hansen, 9th Nov.—
Swatow 8th Nov., Ballast.—I. & Co.

Benimor, Br. s.s., 1,935, Webster, 9th Nov.—
Singapore and Nov., Gen.—G. I. & Co.

Richmond Castle, Br. s.s., 2,258, McDowell, 9th Nov.—Amoy 6th Nov., Gen.—D. & Co.

Ningpo, Br. s.s., 1,228, Boyd, 9th Nov.—
Swatow 8th Nov., Ballast.—B. & S.

Tungshing, Br. s.s., 1,183, Selby, 9th Nov.—
Chefoo 4th Nov., Gen.—J. M. & Co.

Gladstone, Ger. s.s., 1,238, Ekelund, 10th Nov.—
Fochow 8th Nov., Gen.—B. & S.

Rajahut, Ger. s.s., 1,189, Wending, 9th Nov.—
Bangkok 1st Nov., Rice and Teakwood.—
B. & S.

Maria Jobsen, Ger. s.s., 1,771, Meyer, 10th Nov.—
Samangar 30th Oct., Sugar.—J. & Co.

Clara Jebens, Ger. s.s., 1,033, Bandixen, 9th Nov.—
Hongny 7th Nov., Coal.—J. & Co.

Borneo, Ger. s.s., 2,168, Muhsle, 10th Nov.—
Sandakan 10th Nov., Gen.—M. & Co.

Hue, Fr. s.s., 705, Wille, 9th Nov.—
Haiphong via Pakhoi, Hoichow and Kwong-chow-wan
Gen.—A. R. M.

Taicheng, Ger. s.s., 828, Weibking, 9th Nov.—
Java 3rd Nov., Sugar.—M. & Co.

Uisintung, Ch. s.s., 1,385, McLundu, 10th Nov.—
Shanghai 7th Nov., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Progress, for Swatow.

Daijin Maru, for Swatow.

Puk Kong, for Macao.

Chau On, for Wuchow.

Holstein, for Holhow.

Haiman, for Swatow.

San Cheong, for Canton.

Kwangtung, for Shanghai.

Ningpo, for Shanghai.

Shantung, for Singapore.

Hopsing, for Moji.

Hsin-tung, for Canton.

Wingchau, for Macao.

Tungshing, for Canton.

Haitan, for Swatow.

Tantius, for Singapore.

Kwongchow, for Canton.

Departures.

Nov. 8.

Hoikao, for Hoikow.

Chau-tui, for Bangkok.

Simong, for Amoy.

Prima, for Kuratsu.

Haitan, for Pakhoi.

Cloversing, for Moji.

Atholl, for Nagasaki.

Wosung, for Canton.

Nov. 9.

Anping Maru, for Swatow.

Izumi Maru, for Kobe.

Koutou, for Canton.

Nov. 11.

Hongmoh, for Amoy.

Hangchow, for Chinching.

Ulysses, for Shanghai.

Kweiyang, for Tientsin.

Hopsing, for Shanghai.

Haiman, for Swatow.

Tungshing, for Canton.

Passengers arrived.

Per Oans, from Singapore—650 Chinese.

Per Gregory Apcar, from Singapore—500 Chinese.

Per Hailong, from Swatow—Mrs. Hockland,

2 children, and 36 Chinese.

Per Haiman, from Coast Ports—Messrs. J.

McDowell, Swanston, Madame Moyen du

Suyet, and 9 Chinese.

Per Haitan, from Coast Ports—Messrs. C.

Petors, Mathiæn, Mrs. Encarnacao, Mrs.

Rozario, and 87 Chinese.

Per Horne, from Sandakan—Mrs. Beeston,

and 47 Chinese.

Shippers Expected.

From	Agent	Date
Peussen	Foochow	Nov. 11
Changsha	M. & Co.	Nov. 11
Nippon Maru	Manila	Nov. 11
Shanghai	P. M. & Co.	Nov. 11
Kunigawa Maru	Shanghai	Nov. 12
Tjilatjap	Stungnat, N. Y. K.	Nov. 12
Macassar	Per J. & Co.	Nov. 12
Glenfarne	Per McG. & G.	Nov. 12
Ningchow	Per H. & S.	Nov. 12
Huapeh	Per B. & S.	Nov. 12
Singapore	Per O. & Co.	Nov. 12
Manila	Per Sun-klang	Nov. 13
Olympia	Per M. M.	Nov. 13
Siberia	Per P. M. & Co.	Nov. 13
Eastern	Per Darwin, G. L. & Co.	Nov. 13
Tjanpanas	Per I. S. & Co.	Nov. 13
Liisanq	Per Calcutta	Nov. 13
Str. Tungting	Per J. M. & Co.	Nov. 13
Eim. of Japan	Vancouver	Nov. 14
Fremont	Victoria	Nov. 14
Indrasamha	Portland	Nov. 14
Jacoma	Per P. & A. Co.	Nov. 14
Str. Tungting	Victoria	Nov. 14
Per Preussen	Per Nam-sang	Nov. 14

Shipping Reports.

Str. *Tungting* from Chefoo:—Strong N.E. monsoon.

Str. *Haiman* from Tamsui:—Light to fresh N.E. winds, and smooth sea.

Str. *Hai-song* from Swatow:—Moderate to strong N.E. winds, moderate sea.

Str. *Sagami* from New York:—Experienced fine weather generally throughout; from Manila to port rough weather, sea heavy.

Str. *Orion* from Singapore:—Light winds to Port Sapato, fresh N.W. wind and rain to Paracels, thence to port moderate monsoon.

Str. *Buncy* from Kobe:—Strong monsoon with hilly seas to Turnabout, from there fresh to moderate monsoon, and overcast cloudy weather.

Str. *Trocas* from Hankow:—Moderate monsoon down the coast, with fine clear weather. Passed an iron flat topped buoy, adrift, painted white. Breaker Point brg. N. 85 W. (true) 10 miles.

Str. *Bo-ne* from Sandakan:—In the Sulu sea had moderate W. winds, light squalls, and moderate sea. In the China sea from 1° N to 16° N. had strong N.W. and W. winds, from there into port N.E. winds, with a tremendous sea from N.E., abating a little near the coast of Lema Island, heavy squalls throughout the voyage.

Vessels in Port.**STEAMER.**

Aki Ma u, Jap. s.s., 3,095, Ekstrand, 3rd Nov., Shanghai	1st Oct., Flour and Coal.—N. V. K.
Amara, Br. s.s., 1,566, Mattock, and Nov., Java	22nd Oct., Sugar.—J. M. & Co.
An Iho, Br. s.s., 966, Thomson, 4th Nov., Saigon	29th Oct., Rice and Meal.—B. & C.
Chowia, Ger. s.s., 1,055, Köhler, 6th Nov., Bangkok	29th Oct., Rice and Geu.—B. & C.
D. ric, Br. s.s., 4,975, Smith, R.N.R., 5th Nov., San Francisco 7th Oct., via Honolulu 14th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Shanghai (Woosung) 2nd Nov., Mails and Gen.—O. & O. S. S. Co.	Per <i>Empress of India</i> , 18th Nov., 11 A.M.
Dr. Hans Jerg Kier, Norw. s.s., 691, Larsen, 23rd Oct., Manila 17th Oct., Ballast.—E. A. T. C.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Shanghai, Moji, Kome, Yokohama, Victoria, and Seattle—Per <i>Akt Maru</i> , 17th Nov., 3 P.M.	Shanghai, Nagasaki, Kome, Yokohama, Victoria and Vancouver, B.C.—Per <i>Empress of India</i> , 18th Nov., 11 A.M.
Manila, Per Moji 5th Nov., Coal.—J. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Ellen Rickmers, Ger. s.s., 995, Henrichsen, 7th Nov., Moji 1st Nov., Coal.—A. K. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Per Empress of India, Br. s.s., 3,003, Marshall, 27th Oct., Vancouver 5th Oct., and Shanghai 24th, Mails and Gen.—C. P. R. Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Glenogle, Br. s.s., 2,399, Warner, 4th Nov., Singapore 29th Oct., Gen.—G. E. Shun.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Indrapura, Br. s.s., 3,151, Hollingsworth, 6th Nov., Portland, Or. 2nd Oct., Gen.—P. & A. S. S. Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Ischia, Ital. s.s., 2,784, Magazini, 4th Nov., Bombay 17th Oct., and Singapore 26th, Gen.—C. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Monkut, Ger. s.s., 893, Göttsche, 8th Oct., Bangkok 1st Oct., Rice and Tinmer.—B. & S.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Nam sang, Br. s.s., 2,591, Payne, 2nd Nov., Calcutta 17th Oct., Penang 22nd, and Sin-gapore 27th Gen.—J. M. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Petrich, Ger. s.s., 1,251, Ahrens, 11th Oct., Sourabaya 30th Sept., Sugar.—S. W. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Progress, Ger. s.s., 687, Bremer, 5th Nov., Quinhon 29th Oct., and Hoikow 4th, Gen.—S. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Prosper, Norw. s.s., 789, Christiansen, 25th Oct., Manila 22nd Nov., Ballast.—S. W. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Rohilla Maru, Jap. s.s., 2,399, Bent, 6th Nov., Manila 4th Nov., Gen.—T. K. K.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Salamanca, Br. s.s., 2,507, Scott, 27th Oct., Singapore 19th Oct., Gen.—B. & S.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Shawmut, Am. s.s., 9,616, Smith, 5th Nov., Manila 4th Nov., Gen.—D. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Sungkang, Br. s.s., 1,021, Outerbridge, 6th Nov., Manila 3rd Nov., Gen.—B. & S.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Tai Lee, Ger. s.s., 827, Michelson, 4th Nov., Swatow 3rd Nov., Ballast.—Meyer & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.
Victoria, Swed. s.s., 983, Hermansen, 27th Oct., Sourabaya 20th Oct., Sugar.—S. W. & Co.	Per <i>Port Darwin</i> , Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne—Per <i>Tsinan</i> , 17th Nov., 3 P.M.

The following postage will be collected:—

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Sponges, Meltons, Freizes, Hopbacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foujards, Chenes; Moirés, Satin Merveilleux; Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

October 24th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

UMBRELLAS AND SUNSHADES.

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannellettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Satins, Linenets, Seideas, Black, Backs, &c.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

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